

# N 148th Street Non-Motorized Bridge

A ped/bike bridge connecting people to neighborhoods and regional transit



## Webinar summary

### Overview and purpose

On April 23, 2020, the City of Shoreline hosted a webinar to inform the public about the N 148th Street Non-Motorized Bridge Project. The City originally planned to host an in-person open house on April 7, 2020. Due to Governor Inslee's stay-at-home order, the in-person outreach event was cancelled and transitioned to an online presentation and question and answer session. The community was invited to participate in the webinar to learn about the project, including design options for the bridge, how it will connect to the station on the east side of I-5, and how it will connect to the neighborhoods on the west side of I-5.

Webinar participants were provided with an opportunity to:

- Learn about distinctive project scope, as well as how the bridge project will connect to the greater planning and transportation vision for the N 145th St corridor.
- Understand how public feedback will inform the project, how community members can stay involved, and what the next steps are.
- Ask questions and receive answers directly from the project team.

The webinar was designed to provide attendees with enough background and specific project information to understand project scope, schedule, and timeline.

### Promotions

The project team used multiple methods to reach audiences and promote the webinar. A postcard advertising the webinar and online open house was sent to 4,195 addresses in the project area. Information about the event was also posted on the project webpage, online open house landing page, and social media, and the project team sent emails to project partners, neighborhood organizations, and immediate project stakeholders.

Participants signed up online at the event registration page by providing a first name and email. Participants could also provide information about how they learned about the webinar and request accessibility accommodations (including closed captioning and language interpretation) for the webinar.

### Format

Participants were shown a presentation and introduced to members of the project team. Speakers gave an overview of the project, including project goals, evaluation criteria, schedule, and project elements such as the west trail connection, bridge structure, and east bridge landing.

At the end of the presentation, the speakers provided participants with information on how to stay engaged. Participants had the option to submit questions to the project team through the webinar Q&A feature. Nearly 70 questions were submitted. The project team was able to answer approximately 35 questions before the webinar ended.

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## Participants

Ninety (90) people registered for the webinar and 66 participated. At the beginning of the presentation, we asked attendees to fill out a poll that asked where they were participating from. Of the participants who answered the poll, approximately 58% reported participating from a Shoreline neighborhood.

Where are you participating from?	Total	Percentage
Parkwood neighborhood in Shoreline	12	20.3%
Ridgecrest neighborhood in Shoreline	11	18.6%
Meridian Park neighborhood in Shoreline	2	3.4%
Fircrest neighborhood in Shoreline	0	0%
Highland Terrace neighborhood in Shoreline	5	8.5%
Westminster Triangle neighborhood in Shoreline	0	0
Other Shoreline neighborhood	4	6.8%
Seattle	16	27.1%
Edmonds	1	1.7%
Other	8	13.6%
<b>Total number participated in poll</b>	<b>59</b>	<b>100</b>

## Q&A Summary

The following questions asked and answered live during the webinar:

### *Will individuals be able to climb up onto the bridge easily to commit vandalism?*

That will be a definite consideration during design. We'll have to consider nuisance climbing hazards to make sure that people are not easily able to climb onto the bridge out over the freeway or vandalize the bridge in any way. That's always on the forefront of our mind when we design structures like these, especially pedestrian bridge structures.

### *Will the bridge be ADA accessible and compliant?*

All design elements will be designed to meet the requirements of the Americans with Disabilities Act (ADA), WSDOT and Sound Transit.

### *How steep will the connections on each side of the bridge be?*

Ramps will be less than 5% grade, or steeper with landings at regular intervals. The design will consider both types to make sure that the ramps work geometrically. In either case, ADA guidelines will be followed for all project components.

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## *What are the cost comparisons between the three bridge options?*

Accounting for cost escalation for 2022-2023 construction, the costs range between \$23-\$30 million. Because of the different elements, there are multiple combinations that could occur. Here are the rough projected costs for each of the elements:

### **West Trail Connection**

- Option 1 – Minimum Build-out = \$3.5 Million
- Option 2 – Full Build-out = \$4.1 to 6.5 Million (depends on final alignment and parking impact)

### **Bridge Span**

- Option 1 – Combined Arch = \$16.3 Million
- Option 2 – Tied Arch = \$15.2 Million
- Option 3 – Truss = \$18.2 Million

### **East Bridge Landing**

- Option 1 – A-Frame Ramp = \$4.3 Million
- Option 2 – Switchback Ramp = \$5.5 Million
- Option 3 – Direct Ramp = \$4.6 Million

## *If the West Trail Connection Option 1 is selected, is there a liability for the churches for any type of collision that may occur with the bicycles using the parking lot?*

This will be part of the discussion we will be meeting with the property owners prior to making a final alternative selection. It is not the City's intention to push this liability onto the churches.

## *How will this project be paid for?*

We currently have \$10 Million of funding secured for this project, through a combination of a Federal Highway Administration grant, Sound Transit grant and County funding. Additional funding pursuits through regional, state and federal sources are currently ongoing.

## *How will the City or Churches stop the public from using the church parking lots for unofficial park and rides?*

The City will be discussing measures that can be taken with the churches to discourage this type of behavior. This will be evaluated further as we get deeper into design. The City is also actively looking at ways of ensuring that there's a recognition of the need for residential property owners and people in the neighborhood to be able to still park. We will also be monitoring parking after the Shoreline South station opens to look at any potential parking impacts, and if we need to do any additional enforcement or program modifications for parking issues.

## *How would the bicycle route be made known to bicyclists in West Trail Connection Option 1 for the Minimal Build-out?*

The project will use a combination of pavement markings, signage and wayfinding to direct bicyclists.

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*Do the bridge structures differ by esthetics and constructability only? How does the cost vary among them?*

The costs are relatively similar between the three bridge structure options. All are comparable in terms of constructability, each designed to be dropped into place in a short duration.

*At N 147th Street, the pedestrian bridge could connect directly to the existing street with no destruction to property owners and no need to expend funds to purchase rights from property owners. Can you please clarify what factor makes this choice impossible?*

Since the location of the bridge structure itself is relatively set, there is no way to connect to 1<sup>st</sup> Avenue without impacting any private property. The bridge structure cannot be moved to the south, because conflict with the light rail station and reduced clearances on the east side of I-5. Additionally, in our preliminary assessments we found that connecting to 147<sup>th</sup> Street introduced concerns with safety and an increased pathlength. An option running to the north was evaluated as well, but was eliminated for similar reasons.

*What will be done about security on the trail, and will there be security cameras?*

One security measure that is being considered is appropriate lighting to ensure that the trail is well-lit, and users feel safe at nighttime use. A trail that is wide open and accessible also helps users to feel safe. The use of security cameras will be evaluated further into design.

*Will there be any funding delays as a result of the COVID-19 response?*

As of right now, there are no confirmed impacts to the current funding sources due to COVID-19.

*Does 1st Avenue NE currently have bike lanes north of N 145th Street?*

1<sup>st</sup> Avenue NE does not currently have bike lanes north of N 145<sup>th</sup> Street, however there is a planned future project to construct sidewalks. At that time, the project will likely include a change in the pavement markings that will include the installation of bike lanes.

*Is the only way to give feedback through the Online Open House?*

Feel free to email the City's Project Manager, Lea Bonebrake at [lbonebrake@shorelinewa.gov](mailto:lbonebrake@shorelinewa.gov) if you have any questions or would like to add additional feedback.

*On the east side, the clearance between the bridge and the light rail at eight or nine feet seems too tight. Is there any way to increase that?*

While the minimum required is 8-feet, 10-feet or more is typically desired. Unfortunately, due to the required clearances over I-5 and under the light rail guideway, the maximum achievable clearance for each option is as shown.

*Who makes the decision about which option to use and how are we collecting and using the input from the public?*

We have had several meetings with the adjacent churches and local community groups, and the feedback gathered from those meetings has been used to help inform the design alternatives. The information collected through the open house will be presented to City Council along with the

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preliminary concepts, and recommendations from the design team and City staff. The City Council will ultimately make the final decision as to which alternatives will be advanced in design.

## *Is this project scheduled to be open by the same time as the Sound Transit Link station?*

The goal is to have the bridge constructed before the light rail goes live. The current projection for bridge project completion is mid-2023, while the start of service for the light rail is planned for July of 2024.

## *Why are the West Trail Connection options placed where they are placed, and was access to the north of the Church of Christ or south of the Unitarian and Philippi Churches considered?*

Trail alignments that run north and south have been evaluated and eliminated for their concerns with safety, added length of travel, environmental impacts and feedback expressed by the adjacent churches. The alignment shown in the two options is the most feasible of all options that have been considered.

## *There are some very large evergreen trees on the proposed path on the West Side. What happens to those trees?*

At this phase, the exact trail alignment is not set, so it is difficult to identify the specific impacts to the trees. As we progress with our design, we will be looking for opportunities to save as many trees as we can. If trees do end up being removed, they will be replaced per the replacement schedule prescribed by the Shoreline Municipal Code.

## *Can property owners say no to trails that encroach on their property? Do they have that option?*

It is the City's desire to come up with a solution that is agreeable for the property owners and come up with a compensation package and final process that is satisfactory to them. However, if absolutely necessary to complete the project as planned, the City has a process that allows for the ability to acquire the property from the owners in a fair manner, as the project is deemed as an essential project. The property owner ultimately needs to provide approval, but the City does have the right to purchase it, so there is limited ability of property owners completely stop the project.

## *The Iglesia Church (Church of Christ) rarely uses the north driveway and there is already an easement for the cellphone tower. Why not use this driveway for the bicycle access to the bridge?*

The easement itself is an issue as it would need to be renegotiated and/or relocated as a private easement. The north route is also a much longer route for bicycle and pedestrian users. After discussions with the church, they had a concern with trail users bypassing trail and cutting across their property to make the connection to the bridge. To prevent that, there would need to be a fence on both sides of the trail, which presents safety concerns for users who can't get away if an incident arises. Additionally, Thornton Creek is daylighted at this location, so this alignment would trigger additional environmental considerations.

## *Will parking be permitted at Twin Ponds for bridge users?*

Parking at Twin Ponds park for bridge users will be discouraged.

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*Will 1st Avenue NE be impacted? Right now it is quite narrow. Is the City addressing increased usage?*

Improvements to 1<sup>st</sup> Avenue NE will be occurring with a separate future project. The goal is to create a pedestrian/bicycle friendly route along 1<sup>st</sup> Avenue rather than increasing traffic or making it a large traffic thoroughfare, so we will be taking precautions to ensure that we are protecting bikes and pedestrians, making sure that cars are moving slowly and safely.

*On the West Trail Connection Option 1, where would the pedestrians and cyclists join to get over the bridge? Would there be stairs on the west side?*

The point of connection would be immediately east of the Philippi parking lot, just west of the bridge landing. None of the West Trail Connection options include stairs.

*It appears that through bike users would have to navigate stairs on some of the East Landing options, is that correct?*

Stairs are included in some East Bridge Landing options to provide a secondary route for pedestrians. All options will have ADA accessible ramps available as the primary route for bicyclists, and none will require bicycle users to get off their bikes to navigate stairs.

*What are your plans for artist involvement?*

The City anticipates having those discussions after a preferred alternative is selected and progress toward 30% design, but not decisions have been made yet. The City has an arts program and there are plans to coordinate with the Parks and Cultural Resources departments to look for opportunities to incorporate art into, or near the project.

**The following questions were asked but not and answered live during the presentation:**

*What does the “project element boundary” mean? I’m assuming that it is not the trail, so why is it so wide?*

The project element boundary is shown wide for a few reasons. The graphic is an overview slide and the boundaries are expanded to provide a general idea of the three distinct project areas: West Trail Connection, Bridge structure itself and the East Bridge Landing. Due to the high-level nature of the graphic, if the boundaries were shown to scale it would be difficult to see distinguish between the different areas. The boundary is also slightly expanded as to not obscure the labels.

*There is a potential concern with bike-car conflicts for Option 1 of the West Trail Connection. This was a huge problem with the Westlake bike trail before the recent trail improvements. What is church use during morning and evening commute times? Do they currently have weekday programs and parking lot use that would lead to bike-car conflicts?*

The possibility of bike-car conflicts is a known risk of West Trail Connection Option 1, with both vehicles and bicycles sharing the drive lane. The safety of the options is being evaluated and considered as a key-criteria influencing the selection of the preferred alternative.

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*Will Thornton Creek be visible from the west bridge approach? Will restoration of native vegetation be included in the planting plan for the project design to enhance habitat and natural aesthetics for bridge users?*

Thornton Creek is currently underground at the proposed bridge crossing location, and therefore not visible. The design team will be looking for opportunities to incorporate native plantings into the project's planting plan.

*How does the bridge and trail connect to the streets on the east side?*

On the east end of the project, the bridge will connect to the Trail along the Rail, the Shoreline South Station and to NE 149th Street. All options connect to NE 149th Street through the Trail Along the Rail, as depicted in each East Bridge Landing option. The connection to 5th Avenue NE will occur through the Shoreline South station, with no direct connection to the bridge.

*Do the different trusses have any structural purpose or are they just design and looks?*

All bridge options behave differently from a structural perspective, but all achieve the same goal of safely crossing I-5 without the need for a support or column in the median of the freeway. Their most significant difference is primarily in their aesthetics.

*Will there be other connections on the east side and how will they affect access?*

Currently, the only planned direct connections are to the Trail Along the Rail, the Shoreline South station and to NE 149th Street (by way of the Trail Along the Rail). The design is also taking into consideration the possibility of connection to a future 3rd Ave Woonerf which would occur with private development.

*Which option works best with the 3rd Avenue NE Woonerf? Is that project on the same schedule as this one?*

The Woonerf will not be a future Capital project, but all design alternatives are taking the future vision for a Woonerf into consideration as development occurs. In current concepts, Options 1 and 2 both could have relatively large plaza areas, but Trail Along the Rail traffic mixes with the plaza users. Option 3 keeps the Trail Along the Rail users separate from the potential plaza area, but the plaza area is ultimately smaller as a result. Timing of the Woonerf is dependent upon adjacent development and is not tied to this project.

*How much more money will West Trail Connection Option 2 cost as compared to Option 1? Does the cost of Option 2 put it out of reach?*

There are several minor variations to Option 2 that could occur once we get further along in design, but in general the construction cost of Option 1 is roughly one-half to one-third the cost of Option 2. All options are under consideration.

*What are the pros and cons of each bridge option?*

In general, the combined arch and truss option have more structural pieces when compared to the tied arch. This will increase the long-term maintenance costs as there will be more elements that need to be repainted. Otherwise all bridges have similar features (path width, pedestrian railing, lighting), design and construction costs.



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## *Will there be trash cans?*

This will be evaluated when we are further into design.

## *Is the East Bridge Landing Option 3 ramp less steep than the ramp in Option 1?*

The ramp in Option 3 is less steep than Option 1. Option 1 has the steepest grade of the three East Bridge Landing options.

## *Can you please discuss any plans for how pedestrians and cyclists will access this bridge from the south? Will 5th Ave NE reopen to nonmotorized travel and be made safe and ADA-accessible?*

Within the City of Shoreline, Sound Transit will be constructing a 14' wide, shared-use sidewalk on the west side of 5th Ave NE and bike lanes will be added to make the roadway safe and ADA accessible up to NE 148th Street. Traffic signals will also be added at the Northbound on ramp to I-5 and at NE 148th Street and the new entrance to the station garage and transit center. South of 145th Street is currently closed and is within the City of Seattle's jurisdiction. Seattle should be contacted directly with any questions about changes being considered on that portion of 5th Ave NE.

## *Do you anticipate that cyclists would ride on the bridge along with pedestrians, or would they have to walk bikes across?*

The bridge will be designed as a multi-use pathway and will be intended to accommodate both pedestrians and bicycle users at the same time.

## *What does the Shoreline Unitarian Church think of the project?*

The design team has been coordination with all three of the adjacent churches throughout the design development process and is still collecting feedback from each.

## *Do the costs include compensation or remuneration to the churches affected?*

The current total estimated costs range between \$23 and \$30 Million and does include costs for projected right of way considerations.

## *The clearance between the bridge and the light rail at 8 or 9 feet seems too tight. Is there any way to increase the clearance?*

The clearance between the bridge deck and the overhead guideway is restricted by the required clearances over I-5 and below the Sound Transit guideway. The clearance will be maximized to the extent possible given these constraints.

## *East end option 2 and 3 are the same grade, but 2 has right angles and longer distance. What is the horizontal view for each option?*

We don't currently have a horizontal view available for these options.

## *West Trail Connection Option 2 appears to eliminate parking for the Unitarian and Philippi Churches that are required by the City's land use Code. Has the design team coordinated with the planning department?*

Parking that is impacted by this project will be relocated and/or replaced to comply with the Shoreline Municipal Code.



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*What elements of design are “defensive design” to prevent non-sanctioned camping and other illegal activities on or near the project?*

At this stage in design, details to prevent these activities have not yet been developed. All designs will incorporate best practices in urban design and engineering, including Crime Prevention Through Urban Design (CPTED) principles in order to promote user safety and security.

*Currently Sound Transit has Park & Ride parking in the church parking lots. Will that remain?*

The temporary Sound Transit Park & Ride will remain until the parking structure at the new station is open. Potential impacts by this project, if identified, will be coordinated with the adjacent churches and Sound Transit later in design.

*Will parking be allowed in the church parking lots during periods of low use by the churches?*

This will be up to the churches to decide.